

CR-5 Policies: Develop and maintain a roadway network that categorizes streets according to function and type, considering the surrounding land use context through the City's street typologies that incorporate the concepts of "complete streets".

Policy CR-5.1

Policy CR-5.2 Encourage implementation of Intelligent Transportation Systems (ITS) strategies to maximize the efficiency of the existing transportation systems through advanced technologies, such as adaptive signal controls, real-time transit information, and real-time parking availability.

Policy CR-5.3 The minimum overall performance of City streets during peak travel periods ~~should~~ **shall** be level of service "D" except ~~for~~ **in approved** designated areas.

Vehicular Traffic Mitigation Measures. Development proposals ~~should~~ **shall** be reviewed for their impacts on the level of service and ~~should~~ **shall** be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. Mitigation measure for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other neighborhood impacts.

Area Development Policy. An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which identifies development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year.

Infill Development. In recognition of the substantial non-traffic benefits of infill development, small infill projects may be exempted from traffic analysis per the City's transportation policies

Downtown Core Area. In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown Core Area Boundary is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria.

Action CR-6.8 Continue to pursue the development of an interchange at Interstate 280 and Senter Road that would provide a primary freight route to the Monterey Business Corridor.

Transportation Demand Management (TDM) and Parking

Transportation Demand Management (TDM) refers to a set of strategies to reduce vehicle trips by promoting alternatives such as public transit, carpooling, bicycling, walking, and telecommuting. Many of the features that are incorporated into the Envision San Jose 2040 General Plan are part of the City's current TDM strategy, including:

- A street typology system that assigns priority to alternate modes of travel, including the concept of complete streets
- Pedestrian and bicycle facilities, including Safe Routes to Schools
- Expanded and enhanced public transit service, including exclusive bus lanes
- Measures such as shuttle services, discounted transit passes, carpooling and car-sharing that reduce vehicle trips
- Compact land use pattern that reduces trip length and allows for "park once and walk" destinations
- Balanced housing and jobs.

These measures are included in the plan for the City's physical transportation infrastructure and implementing actions such as maintaining zoning requirements and supporting public transit operations.

Goal CR-7 Develop and implement effective Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled.

CR-7 Policies:

Policy CR-7.1 Require large employers to develop TDM programs to reduce the vehicle trips generated by their employees.

CR-7 Actions:

Action CR-7.2 Establish a citywide or area wide TDM program potentially funded by annual fees or assessments on existing and new developments, or grants. The program may include subsidized transit passes, free shuttle service, ridesharing, preferential carpool parking, flexible work schedules, car-sharing, parking pricing, and other measures. Explore the feasibility of providing neighborhood electric vehicles (NEVs) or personal mobility devices (e.g. Segways) for short trips within residential neighborhoods or office parks.

Action CR-7.3 Update and enhance the existing TDM program for City of San Jose employees. The program may include subsidizing transit passes, free shuttle service,

preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car-sharing, and other measures **consistent with those available to the general public.**

Goal CR-8 Develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.

CR-8 Policies:

- Policy CR-8.1 Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.
- Policy CR-8.2 Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use
- Policy CR-8.3 Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.
- Policy CR-8.4 Reduce parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and Corridors.
- Policy CR-8.5 Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.

CR-8 Actions:

- Action CR-8.6 Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects and projects within the Urban Villages and Corridors to take advantage of shared parking opportunities generated by mixed-use development. Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments. Updates to the existing parking standards should also address TDM Actions. The standards shall require amenities and Actions to support reduced parking requirements.
- Action CR-8.7 As part of the entitlement process, require large developments to complete a parking demand analysis that accounts for shared parking, TDM Actions, and parking pricing to determine the appropriate parking supply. Encourage the parking reserve in landscaping concept (i.e., landscaping that can be converted to parking in the future if necessary) to ensure that excessive parking is not provided. If the additional parking is not needed in the future, promote the establishment of the landscaped parking reserves as permanent landscaped areas or recreational amenities.

a.
Proposed General Plan Update Goals,
Policies, and Implementation Actions

Reduction of Vehicle Miles Traveled



2040

To achieve a 40% reduction in the number of motor vehicle miles traveled requires a multi-prong strategy that includes both land use and transportation. **This** section includes the transportation goals, policies and actions that are intended to achieve an initial VMT reduction of 10%, followed **by** a 20% reduction and, ultimately, a 40% reduction by 2040. All reductions are measured from the 2009 base year. Once the Task Force accepts the proposed goal, policies and actions below, they will be interwoven into the appropriate sections of the overall Transportation goals, policies and actions document. They are separated here for the purpose of the Task Force discussion on June 7, 2010.

Horizon I VMT Reduction

Goal VMT -1 **Consistent with Policy CR-5.3**, reduce Vehicle Miles Traveled (VMT) by 10% from 2009 levels as an ~~interim~~ **initial** goal.

VMT -1 Policies

Policy VMT -1.1 Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

Policy VMT -1.2 Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rent of a parking space is separated from the rent or sale price for a residential unit or for non-residential building square footage.

Policy VMT -1.3 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.

Policy VMT -1.4 Promote participation in car share programs to minimize the need for parking spaces in new and existing development.

Policy VMT-1.5 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

Policy VMT -1.6 Require that large employers develop, as part of the development entitlement process, Transportation Demand Management programs to reduce the vehicle trips generated by their employees.

Policy VMT-1.7 Require that the City of San Jose serve as a model by developing an aggressive TDM program to reduce its employees' VMT by 20% in Horizon I and by 40% in Horizon II. Report on progress annually.

VMT - 1 Actions:

Action VMT-1.7 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San Jose.

Action VMT-1.8 **Consistent with Policy CR-5.3 and only where excess traffic capacity can be demonstrated**, reallocate street rights-of-way to non-automotive transportation modes, including bicycling and walking, by reducing automobile lane capacities on streets throughout the city.

Action VMT-1.9 Update the zoning code to reduce the minimum automobile parking requirements for development occurring in designated growth areas adjacent to major transit facilities and in all mixed-use developments.

Action VMT -1.10 Work together with large employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers to allow ongoing assessment of results.

Horizon II VMT Reduction (*Note: "Horizons" should be consistent throughout GP2040*)

Goal VMT -2 **Consistent with Policy CR-5.3 and based upon Major General Plan Review of progress toward achieving VMT objectives in Horizon I**, reduce vehicle miles traveled by an additional 10% above Goal VMT -1 (a 20 % reduction as measured from 2009), at a later date to be determined by the City Council, ~~based on staff analysis of the City's achieved and anticipated success in reducing VMT.~~

VMT-2 Actions

Action VMT - 2.1 Require in Horizon II that a portion of parking spaces in all new development in designated growth areas adjacent to transit and in all mixed-use is provided as unbundled from rent or sale of the dwelling unit or building square footage.

Action VMT-2.2 In Horizon II, reduce the minimum parking requirements Citywide.

Action VMT-2.3 Require, in Horizon II, participation in car share programs for new development in identified growth areas.

- Action VMT-2.4 **Consistent with Policy CR-5.3**, in Horizon II, require that a portion of adjacent on-street and City owned off-street parking spaces be counted towards meeting the zoning code's parking space requirements.
- Action VMT-2.5 Work with employers **(including the city itself)** in Horizon II to monitor employer achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.
- Action VMT-2.6 Working with members of the development and financial communities, and neighborhood residents, establish, in Horizon II, Citywide parking standards in the Zoning Code which establish maximum parking rates, or "parking caps" for new development.

Regional and State VMT Reduction Efforts

Goal VMT-3 **Consistent with Policy CR-5.3 and upon Major General Plan Review of progress toward achieving VMT objectives in Horizons I and II**, reduce VMT an additional 20% above Goals VMT 2 and 3 (a total reduction of 40% as measured from 2009) by participating and taking a leadership role in on-going regional and statewide efforts to reduce VMT.

VMT-3 Actions

- Action VMT-3.1 Support, at the state level, the establishment of vehicle taxes targeted to fund congestion pricing strategies and public transportation, bicycle and pedestrian infrastructure.
- Action VMT - 3.2 Take a leadership role in working with the County, the Metropolitan Transportation Commission, Caltrans, VTA and other municipalities to establish congestion pricing for automobile travel through and within Santa Clara County.

(Note: VMT-3 congestion pricing Actions unfairly punish the innocent by taxing those who have absolutely no option regarding what time they have to be at or leave work. How will they (and the poor) be able to afford these taxes? Will people tolerate this draconian approach? Traffic congestion is arguably a direct result of government's failure to respond appropriately to growth and market forces. My fear: congestion pricing will kill economic development in our city/county/region/state.

- Action VMT-3.3 Support and collaborate on the development of **high occupancy** toll lanes on all major freeways and expressways in Santa Clara County.

Policy SR-1.6 Prohibit billboards adjacent to all Rural Scenic Routes.

Goal: SR-2: Create attractive Gateways into and Urban Corridors through San Jose to contribute towards the positive image of the City of San Jose.

SR-2 Policies

Policy SR-2.1 Recognize the importance of Gateways in shaping perceptions of San Jose.

Policy SR-2.2 Require that new public and private development adjacent to Gateways and Urban Corridors consists of high-quality architecture, uses high-quality materials, and contributes to a positive image of San Jose.

Policy SR-2.3 Require that development within the designated Urban Corridors is designed to preserve and enhance attractive natural and man-made vistas.

Policy SR-2.4 Prohibit billboards at Gateway locations and along Urban Corridors within San Jose.

SR-2 Actions

Action SR-2.5 Develop Gateway plans for those Gateway locations identified in the General Plan. Plans should include overall streetscape and private design guidelines and needed capital improvements.

Action SR-2.6 Work with Caltrans and VTA to ensure that the Urban Corridors in San Jose are maintained and enhanced to include a high standard of design, ~~and~~ landscaping, **and litter and graffiti removal** to create a consistent and attractive visual quality.

b.

Proposed General Plan Update Goals, Policies, and Implementation Actions



Urban Design - Hillside & Rural Areas

The Hillside and Rural Areas are natural resources that provide a valuable scenic backdrop for much of the City and serve as habitat for a wide variety of plants and animals. The goals and policies in this section seek to preserve and protect the Hillside and Rural Areas as positive contributors to the City, while also protecting the public from the natural hazards, such as landslides or fires, that can occur in these areas.

Note: GP2020 proscriptions relating to 15% and 30% slope must be restored in this section.

Goal HS-1 Preserve the valuable natural resources of the hillsides, and protect their aesthetic and habitat amenities to enhance the rural character of these areas.

Policy HS-1.1 Allow development in Hillside and Rural Residential Areas consistent with or below existing or planned densities in these areas to maximize resource conservation. Support development only when it is compatible with the character and pattern of the surrounding area, even if below the maximum potential residential density as designated on the Land Use/Transportation Diagram.

Policy HS-1.2 Apply strong architectural, site, and grading design controls through a discretionary development review process of all types of Hillside and Rural Residential development that require significant grading activities in order to protect the hillsides and to minimize potential adverse visual and environmental impacts. (San Jose 2020 General Plan, revised)

Policy HS-1.3 Minimize grading on hillsides and design any necessary grading or recontouring to preserve the natural character of the hills and to minimize the removal of significant vegetation, especially native trees such as Valley Oaks. (San Jose 2020 General Plan, revised)

Policy HS-1.4 Apply the following guidelines for development in Hillside and Rural Residential areas in order to preserve and enhance the scenic and aesthetic qualities of the natural terrain:

- c. Design development in a sensitive manner to highlight and compliment the natural environment.**
- d. Use large lot sizes and varying setbacks in order to respect and preserve natural features of the land.**
- e. Adapt construction techniques and housing types to variable terrains. Use split pads and stepped foundations where**

f.
Proposed General Plan Update Goals,
Policies, and Implementation Actions



Quality Education and Services

The General Plan includes Goals, Policies and Implementation Actions for various public services, including Education, Libraries, Health Care, Public Safety (Police and Fire), and Emergency Management. The following are the proposed Goals, Policies and Implementation Actions related to Library services.

Library

Goal ES-1:

Maintain and expand Library Information Services within the City to:

- Enrich lives by fostering lifelong learning and providing every member of the San Jose community access to a vast array of ideas and information
- Give all members of the community opportunities for educational and personal growth throughout their lives
- Develop partnerships to further the educational, cultural and community missions of organizations in San Jose
- Support San Jose State University Library's educational mission in expanding the base of knowledge through research and scholarship.
- Locate branch libraries in central commercial areas of neighborhoods for essential public access to library resources, events, and community meeting spaces, and to stimulate economic development.
- Maximize branch library hours of operation to facilitate daily patronage.

ES-1 :Library Policies

Policy ES-1.1

Provide information through a variety of library resources and language formats (books, internet and other media) that offers a broad range of knowledge to address early literacy, school readiness, workforce training, business support, and other community needs at locations convenient and accessible by the community.

Policy ES-1.2

Construct and maintain architecturally attractive, durable, resource-efficient, and environmentally healthful library facilities to minimize operating costs, foster learning, and express in built form the significant civic functions and spaces that libraries provide for the San Jose community. Library design should anticipate and build in flexibility to accommodate evolving community needs and evolving methods for providing the community with access to information sources. Provide at least 0.59 square feet of space **and at least the equivalent of 2.75 volumes** per capita in library facilities.

- Policy ES-1.3 Prioritize **transit stations (co-development), parking lots (air rights)**, Neighborhood Business Districts, Urban Village Centers, and other commercial areas as preferred locations for branch libraries to encourage social activity and economic development in San Jose's neighborhoods.
- Policy ES-1.4 Recognize the central role that libraries play in neighborhood / community building by supporting and developing partnerships, collaboration and growth of library services to support community development.
- Policy ES-1.5 Enhance social equity by providing programs and services that contribute to cultural enrichment and understanding, connection and learning for all segments of the San Jose community.
- Policy ES-1.6 Be a leader to enhance library service delivery through the effective adoption and use of innovative, emerging techniques and technologies.
- Policy ES-1.7 Employ best customer service practices to optimize quality library service delivery with efficient use of resources.
- Policy ES-1.8 Measure Library service delivery that identifies the degree to which library activities are meeting the needs of San Jose's community.
- Policy ES-1.9 Foster a high-performing, collaborative library system responsive to changing customer and community needs
- Policy ES-1.10 Maintain resources and spaces in libraries to support community meetings, social gathering and the sharing and promoting of ideas as well as spaces for reading, and quiet study.
- Policy ES-1.11 Support access to quality, affordable early childhood care and education for all San Jose children and families to promote early literacy and school readiness.
- Policy ES-1.12 Maintain City programs that encourage civic leadership in green building standards for library facilities.

ES-1 Library Actions

- Action ES-1.13 Identify preferred locations and acquire sites for library facilities at **transit stations, above parking lots**, or in Neighborhood Business Districts, Urban Village Centers, and other commercial areas in San Jose.
- Action ES-1.14 Create a long-range funding strategy for expanding and maintaining library facilities and operations to address service delivery demands **resulting** from new population growth.

or other community engagement activities for the project and Village Planning process.

Policy IP-16.6 Provide opportunities for community engagement in the planning process through community meetings during the Annual Review of the General Plan and for other projects that warrant such attention.

Policy IP-16.7 As needed for special planning initiatives of broad community interest, employ task forces or committees to provide additional opportunities for community engagement.

Policy IP-16.8 Encourage project developers to consult with neighborhood groups early in the development review process to resolve potential differences before the public hearing process begins.

Development Fees, Taxes and Improvement Requirements

New growth and development add to the service and facility requirements of the City and other public agencies. Additional demand for ongoing services is financed by the operating revenues paid by new as well as existing development. However, the fiscal burden of the new facilities necessary in order to deliver City services to new development is beyond the capacity of normal municipal revenues.

Goal IP-17 New development ~~should~~ **shall** finance capital and facility needs and contribute toward their ongoing operation and maintenance, consistent with the General Plan **fiscal sustainability**, service, and facility goals and policies.

Policy IP-17.1 New development is required to construct and dedicate to the City all public improvements directly attributable to the site. This includes neighborhood or community parks and recreation facilities, sewer extensions, sewer laterals, street improvements, sidewalks, street lighting, fire hydrants and the like. In the implementation of the level of service policies for transportation and sanitary sewers and neighborhood and community parks, development is required to finance improvements to nearby intersections or downstream sewer mains in which capacity would be exceeded, and dedicate land, pay an in lieu fee or finance improvements for parks and recreation needs which would result from the development.

Policy IP-17.2 To finance the construction and improvement of facilities and infrastructure systems for which the demand for capacity cannot be attributed to a particular development, the City will impose a series of taxes through which new growth collectively finances these facilities and systems. These taxes are over and above cost-recovery fees charged for processing and reviewing applications for development approvals and permits. Examples of development taxes include:

- The Construction Tax and the Conveyance Tax (the latter paid in connection with any transfer of real property, not just new development) provide revenue

Policy IP-21.2 **In** determining an appropriate Housing Program, maximize City resources towards the area of greatest need and to utilize available State and Federal programs.

The following text has been incorporated into the General Plan as part of the most recent Housing Element Update. *(Is something missing here?)*

economic development, fiscal health and ability to support population growth. The City Council will conduct periodic reviews of the City's progress toward the achievement of certain goals identified within the General Plan. In addition to the annual General Plan review process, every four years the City Council will conduct a Major Review of the City's progress toward implementation of the General Plan using key indicators identified within the Plan. This Major Review will also provide an opportunity for the City Council to determine whether it is appropriate to move to the next Horizon identified within the General Plan.

By establishing clear priorities for development, the Plan Horizons support more efficient use of the City's land resources, more efficient delivery of City services and help minimize potential environmental impacts. The highest priority is to focus new housing growth in established transit corridors and transit station areas in close proximity to the Downtown, and in large employment districts. As part of the periodic Major Review of the General Plan, the City will specifically consider progress toward the achievement of economic, fiscal, and transportation goals, as well as the availability of infrastructure and other services to support the City's continued growth.

Goal IP-3 Maximize the City's realization of the General Plan Vision, goals and policies through a ~~periodic~~ **four-year** Major General Plan Review for the Council to consider the status of implementation and potential adjustment of the Land Use/Transportation Diagram and General Plan policies. Use Plan Horizons (?) to facilitate ~~this~~ periodic review and to assign priority to areas within San Jose for new housing growth. (*Note: The terms "Major GP Review" and "Horizons" should be defined and used consistently throughout GP2040.*)

Policy IP-3.1 Implement the General Plan Land Use / Transportation Diagram through five phases (referred to as Horizons) in order to better manage the City's growth consistent with the City's ability to provide infrastructure and services. (*GP2040 is a 30-year plan. Does this mean each "Horizon is six years? If so, how do "Horizons" dovetail with four-year "Major General Plan Reviews"? These terms need to be defined and used consistently in GP2040.*)

Policy IP-3.2 Identify the Village and Corridor areas in each General Plan Horizon to be made available for new housing. Because the Village and Corridor sites identified for future housing have been generally planned and developed with commercial uses, phasing their availability for housing development will provide the City an opportunity to consider the potential job growth, fiscal and other economic impacts related to their conversion from commercial to mixed-use development.

Policy IP- 3.3 Prepare Village Plans in advance of the redevelopment of a Village or Corridor Growth Area to facilitate coordination of infrastructure planning with new residential growth, including use of the City's Capital Improvement Program.

Policy IP-3.4 **Every four years**, conduct a Major Review ~~every four years~~ of changes to land use within San Jose for the City Council to evaluate the City's achievement of key economic development, fiscal and infrastructure/service goals. Based on this review, the Council will determine the City's readiness to commence the next General Plan Horizon and make adjustments to the Land Use / Transportation Diagram and/or General Plan policies as necessary to further achievement of the key General Plan goals.

Policy IP-4.2 Consider current development trends, as part of the General Plan Annual Review, to determine the City's progress in achieving the economic and housing development and environmental and fiscal goals established in the Plan. In particular, carefully monitor the jobs! employed resident ratio to reduce the existing jobs!housing imbalance in San Jose. Consider information including vacant land absorption, amount of residential and economic development, amount and value of non-residential construction, number and types of housing units authorized by building permit, and activity levels in such processes as zonings, annexations, and building permits. In addition, consider the status of current capacity of major infrastructure systems which are addressed in General Plan Level of Service policies (transportation, sanitary sewers and sewage treatment), transit-ridership statistics and other measures of peak-hour diversion from single occupant vehicles, and the levels of police, fire, parks and library services being provided by the City.

Policy IP-4.3 Review and consider all proposed Amendments that involve the conversion of employment land to non-employment uses, or that involve minor modifications to the Urban Growth Boundary or expansion of the Urban Service Area only during the General Plan Annual Review hearing except that early consideration for continued processing or denial for such projects may be considered outside of the Annual General Plan Review process.

General Plan Amendment Hearings

Goal IP-S Provide flexibility and responsiveness to potentially beneficial projects by conducting General Plan amendment hearings as needed.

Policy IP-5.1 **Unless otherwise required by state law (??),** conduct General Plan amendment hearings only one ~~or two~~ times per year to facilitate a comprehensive review of **proposed amendments and their** cumulative implications ~~of proposed amendments except that in addition to the Annual General Plan Review, the City may conduct up to three additional General Plan hearings to consider proposed amendments to~~ **on this** General Plan ~~which will particularly advance General Plan goals, pursuant to State law.~~

Policy IP-5.2 Afford the opportunity to refine the Plan based on changing conditions and community needs through the General Plan amendment process so that the City, private property owners, developers, community groups and individual citizens may request changes to the planned land uses on property or propose changes to the goals and policies of the Plan ..

Policy IP-5.3 Engage the community to participate in the General Plan Review and Amendment Process, through community meetings to familiarize the general public with the amendment proposals, ongoing community notification, as well as at the formal public hearings before the Planning Commission and City Council.

Proposed General Plan Update Goals, Policies, and Implementation Actions



Fiscal Sustainability

Achievement of the City's goals requires that our City have the fiscal resources needed to effectively govern, to provide services at a level consistent with community expectations, and to advance programs and initiatives that further the elements of the City's Vision. San Jose must be persistent in pursuing new or enhanced revenue resources and the more efficient use of those resources in order to be an effective and fiscally sustainable government. The City must continuously refine its governance best practices to maintain and improve upon the services it provides to our community, and it must have adequate financial resources to fund those services.

Fiscal Sustainability

- Goal FS-1: Operate our City in a fiscally responsible and sustainable manner by planning long-term and maintaining a positive annual balance between available revenue and the costs of services our City provides to its constituents.
- Policy FS-1.1 Provide a full range of City services to the community at service levels consistent with a safe, convenient and pleasant place to live, work, learn and play and consistent with the revenue available to sustain those services. (SJ2020 modified)
- Policy FS-1.2 Manage San Jose's future growth in an orderly, planned manner to reduce service costs, maximize the utilization of existing and proposed public facilities, and to enhance the City revenues available to sustain a desirable quality of life. (S12020 modified)
- Policy FS-1.3 Identify and maintain reliable ongoing funding sources for City services and infrastructure.
- Policy FS-1.4 Give priority to funding City municipal services that stimulate economic development, and job creation and to provide ~~significant~~ sufficient revenue to the City, in order for the City to achieve and maintain fiscal stability.
- Policy GP-1.5 Provide speed, consistency, and predictability for the land use entitlement processes while using these processes to add value and improve the quality of new development. (SJ 2020 revised)
- Policy FS-1.6 Evaluate and reflect projected changes in City revenue and service costs as part of the General Plan annual review process.
- Action FS-1.7 Partner with public, non-profit, and private organizations to form mutually-beneficial relationships that further the City's fiscal, environmental, economic development, ~~or~~ **and** other major objectives.

Cultivate Fiscal Resources

- Goal FS-2:** **Maintain and expand the revenue sources available to finance the provision of City services.**
- Policy FS-2.2 Explore new options to supplement our City's existing resources devoted to the operation and maintenance of its infrastructure facilities and service delivery. (SJ2020 modified)
- Policy FS-2.1 Focus ~~resources~~ on economic development **to sustain the fiscal health of our City, promoting land use development as a tool to support job growth, revenue generation, and attractive place-making, and the delivery of high quality government services desired by the community** ~~as a tool to sustain the fiscal health of our City.~~
- ~~Policy FS-2.3 Advocate for and participate in efforts to reform the collection and distribution of tax revenues that are beneficial to our City's fiscal health and to support the delivery of high quality government services desired by the community.~~
- Policy FS-2.4 Encourage development of industrial areas and redevelopment of existing older or marginal industrial areas (e.g. areas which could support intensified employment activity), particularly in locations that facilitate efficient commute patterns. The use of redevelopment tax increment financing to provide necessary public improvements is one means of encouraging this economic development and revitalization. (S12020 modified)
- Policy FS-2.5 Consider strategic investments in infrastructure, subsidies for select development review processes, or other subsidies to facilitate development projects that will produce a substantial net positive fiscal impact for our City.
- Policy FS-2.6 Finance capital and facility needs generated by new development through new development fees so that existing residents and businesses are not burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth. (SJ2020 revised)
- Action FS-2.7 Consider implementation of a revolving fund system whereby funds for capital and facility needs may be advanced and later repaid by the affected property owners. (SJ2020 modified)
- ~~Action FS-2.8 Explore creative partnerships with the County government or other regional government agencies that could be of potential mutual fiscal benefit.~~
- Action FS-2.9 Work with new and existing businesses operating within San Jose to ensure that San Jose is designated as the point of sale for all taxable transactions. (??)

- Policy FS-4.8 Emphasize mixed-use development for most new development, to achieve service efficiencies from compact development patterns and to maximize job development and commercial opportunities near residential development.

Fiscally Sustainable Service Delivery

Goal FS-5: **The City should provide the highest level of service feasible consistent with the City's fiscal resources, and in a cost-effective manner so that the City's method of service delivery contributes toward the achievement of a fiscally sustainable City. (GP2020 modified)**

- Policy FS-5.1 Consistent with fiscal sustainability, prioritize the City's urban service delivery as follows:
- a. Provide services and facilities designed to serve existing needs.
 - b. Prevent the deterioration of existing levels of service.
 - c. Upgrade City service levels whenever feasible.
(SJ2020 modified)
- Policy FS-5.2 Carefully consider the fiscal implications of land use decisions that result in service expansions to avoid significant negative fiscal impacts unless necessary to achieve other critical City objectives. ~~Create compact communities to reduce service expansion, to increase economies of scale of existing services and infrastructure, and to maximize development and return on investment.~~
- Policy FS-5.3 Be proactive to promote consolidation of geographically overlapping services between governmental jurisdictions where it would increase efficiency and quality of service delivery, both countywide and regionally. (S12020)
- Policy FS-5.4 Seek opportunities to implement new technologies, more efficient management, or other improvements for the delivery of urban services to reduce the fiscal impact of providing those services while also meeting City service level goals.
- Policy FS-5.5 Allow residential development at urban densities (one dwelling unit per acre or greater) only where adequate services and facilities can be feasibly provided. (SJ2020).
- Policy FS-5.6 When reviewing major land use or policy changes, consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels. (SJ2020)
- Policy FS-5.7 Encourage school districts and residential developers to engage in early discussions regarding the nature and scope of proposed projects and possible fiscal impacts and mitigation measures early in the project planning stage,

preferably immediately preceding or following land acquisition. (SJ2020 modified)

Policy FS-5.8 To avoid any extraordinary maintenance and operating expenses, public improvements, communication facilities, and utilities should not be located in hillside areas with identified soils and/or geologic hazards, or other areas with similar hazards, and when the location of such public improvements, communication facilities, and utilities in such areas cannot be avoided, effective mitigation measures should be implemented to maximize their potential to remain functional during and after a seismic event. (SJ2020 modified)

Policy FS 5.9 ~~Approve~~ **Expansion of the Urban Service Area into South Almaden Valley and Central Coyote Valley will not be considered until after 2040. only if necessary to serve existing development within that area and provided that such expansion does not create a negative fiscal impact for the City.** (SJ2020 modified)

Policy FS-5.9 Maintain the rural and agricultural character of Central Coyote Valley and do not expand the Urban Service Area into the Central Coyote Valley area. (SJ2020 modified)

Action FS-5.10 Identify the most efficient use of available resources to maintain the City's infrastructure and to minimize the need to replace this infrastructure. (SJ2020 modified)

Action FS-5.11 Use the design review process to consider and weigh the long term maintenance, resource needs, and costs of the design of private streets and other private infrastructure improvements. (SJ2020 modified)

Note the following GP2020 Urban Service Area Policies are proposed to be eliminated

~~1. Expansions of the Urban Service Area into the South Almaden Valley and the Central Coyote Valley areas should be approved only in conformance with the respective Urban Reserve land use designations specifically applicable to those areas. (GP2020)~~

2. Development which is of a relatively small scale and which requires urban services may be approved outside the Urban Service Area under Planned Development Zoning if it conforms to all of the following criteria:

Located contiguous to the Urban Service Area boundary and adjacent to existing or committed urban development.

Generally served by existing or programmed public facilities and services as required by the type of development proposed .

- Has an existing urban land use designation.

(GP2020)]

3. **(Delete)**